



Volume 15, No. 8

September, 1964

INAC—PLANS COMPLETE

If you are interested in Aviation in general or any phase of our industry—you must not miss the International Northwest Aviation Council's annual meeting to be held in Helena, September 24, 25, and 26th.

The Holiday Motel and Holiday Inn will be the headquarters. Registration will be held from 1:00 until 9:00 p.m. on Thursday, September 24.

Registration fee for members will be \$28.00! For this nominal amount not only will you be able to attend the complete program of outstanding speakers and panelists, but it will entitle you to two breakfasts, two luncheons, 2 cocktail hours and the two banquets. Fee for non-members will be an extra \$5.00. The entire program is designed for the interest of all aviation minded persons, with portions particularly directed to the interests of Airport Managers, Airport Boards, Local Mayors, County Commissioners, Airline Representatives, Fixed Base Operators, State and Federal Government Officials.

Added to the roster of headliners appearing on the program will be: **Mr. Donald W. Nyrop**, President of Northwest Airlines. Mr. Nyrop will speak at the Luncheon on Friday. He has been one of aviation's leading authorities for many years, serving as Executive Officer for the Assistant Chief of staff operations of the Air

Transport Command, U.S. Air Force. Mr. Nyrop represented the carriers of the Air Transport Association of America as a member of the official United States delegation at the International Civil Organization Operations Conferences in 1946 and 1947.



Donald W. Nyrop

He served as Deputy Administrator and as Administrator of the Civil Aeronautics Administration. He became Chairman of the Civil Aeronautics Board in 1951. He left Federal Service to become a partner in a private law firm for several years pre-

vious to becoming President of Northwest Airlines in 1954.

F. T. Wood, Chairman of the Air Transport Board. Mr. Wood will be the featured speaker for the Canadian Night banquet Friday evening. Mr. Wood holds a very prominent position in aviation, having acted as technical advisor to the Canadian delegation in the negotiation of new or revised bilateral air agreements with the United States, Austria, Switzerland, and Germany. He served as director of the Air Industries and Transport Association for six years, vice president for two one year terms and as president for two successive years. He was appointed chairman of the Air Transport Board in 1963.

Mr. Wayne Parrish, who was featured in the August issue of Montana and the Sky, will be the main speaker for the United States Night Banquet on Saturday, September 26th. Well-known aviation publisher and authority, Mr. Parrish is particularly renowned as a speaker on the aviation industry and affairs.

Dr. Leslie L. Thomas, Director of Market Research and Air Age Education for Cessna Aircraft Company, Wichita, Kansas, is an active pilot and has served as aviation consultant to over 100 colleges and universities. His articles on the impact of aviation have appeared in leading magazines for over 25 years. Dr. Thomas's panel

(Continued on Page 10, Column 1)

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Gordon Hickman, Chairman
Walter Hope, Vice Chairman
Carl W. (Bill) Bell, Secretary
Herb Jungemann, Member
E. B. Cogswell, Member
Clarence R. Anthony, Member
Jack R. Hughes, Member



DIRECTOR'S COLUMN



"FOR THE RECORD"

The State of Montana has submitted to the Federal Aviation Agency the following outline of a proposal which could be made under specific conditions, whereby the State of Montana would take over the responsibility, cost of operation, and maintenance of six low and medium frequency radio facilities located here in the State of Montana, thereby relieving the Federal Aviation Agency of any responsibility with regards to their operation which the Montana Aeronautics Commission assumes would be more in line with the wishes of the FAA in view of past proposals for decommissioning of these facilities.

First of all, I would like to emphasize the real and positive need for VFR low level flight in the mountainous areas of Montana due to the fact that overcasts hanging on the peaks of the mountains still permits a wide range of VFR flight to be conducted in the mountain valleys beneath such overcasts. Secondly, IFR minimum enroute altitudes in the mountainous areas of Montana are so high as to leave reasonable voice communication on VHF facilities with well equipped aircraft very possible and acceptable. On the other hand, these same mountain peaks that clearly outline a VFR route for safe flight

along a mountain valley completely prohibit the use of VHF communications at low levels in the mountainous areas of Montana, when VHF facilities are also mounted in mountain valleys. A few facts that are very worthwhile mentioning are:

No. 1—VHF Omni coverage within the State of Montana with the exception of the area encompassed by Hill, Blaine and Phillips Counties is reasonably adequate. This feature, further covered by the addition of VORTAC operation at a number of these stations within the next two years, will make both communications and navigation within the area described with the exception of Hill, Blaine and Phillips Counties reasonably adequate. This accents the dependence of the system of the military Omni located in the Glasgow area in Valley County.

No. 2—We are assuming that the five L/MF stations presently broadcasting continuous weather service, will permanently remain as a part of the permanent 87 stations across the United States to be maintained for this general purpose. These five will give reasonably strong service for use by ADF. At the same time, they will extend an LF voice reception channel to a pilot in mountainous areas whereby he may keep in constant contact with weather reports.

No. 3—Again, with the exception of the northern tier of counties from Hill County east to the North Dakota border, the placement of our Flight Service Stations here in Montana, are reasonably adequate if proper VHF channels are provided for use under nearly all conditions to these reporting points.

No. 4—It is assumed that the six L/MF locations of Cut Bank, Helena, Whitehall, Dillon, Livingston and Lewistown are not to be among those which will be placed on continuous weather broadcast, and maintained as ones of the National 87 to be maintained permanently. So, these are strategic "H" Marker locations for the use of ADF equipment here in Montana. They are the locations referred to above which under certain circumstances the Montana Aeronautics Commission would assume ownership, operations, and maintenance.

No. 5—It is critical to low level VHF operations in the mountainous areas of Montana that a system for more adequate VHF communications coverage be maintained. At the pres-

ent time, the Federal Aviation Agency is conducting a 90 day experiment on the use of the Whitefish RCAG frequency of 124.9 Mc. for low level General Aviation use under VFR conditions. A similar experiment is also being conducted at Salmon, Idaho on the RCAG frequency of 125.3 Mc. The use of the High Sites appear to be extremely practical and very effective with the exception of the fact that by far the greatest majority of single engine aircraft and a number of light twins are being equipped with a low cost brand of VHF radio wherein the transmitters operate on a low band between 118.0 Mc. and 123.0 Mc. Therefore, we are not getting the use, the results, nor the favorable reports out of the Whitefish RCAG frequency of 124.9 Mc. that we had hoped for.

No. 6—Montana proposes that additional high site locations be installed in mountainous areas, and that the frequency assigned be either 122.1 or 122.2 Mc. and that the frequency be handled on a "simplex" basis the same as 126.7 Mc. is presently being used through the Flight Service Stations. This in turn, would open up the facility for use by up to three times as many pilots as are now able to use the RCAG frequencies.

No. 7—There are, at the present time, five other locations within the State of Montana whereby typical high site operation could be maintained. These are Butte, Great Falls, Glasgow, Miles City, and Billings. None of these sites at this time have a Omnigator, which are the predominant transmitters in the light plane field.

No. 8—The use of either 122.1 Mc. or 122.2 Mc. as a simplex frequency would leave the channel uncluttered as all pilots listening could hear transmissions of the other pilots involved, similar to the use of 126.7 Mc. presently.

No. 9—It is entirely possible that a pilot flying a low-level route along a mountain valley, the mountain peaks of which are capped with overcast, would therefore be confined to a route whereby his need for a navigational facility is minimized due to his lack of choice of any alternative route. This points up a condition whereby 2-way VHF voice becomes more critically important than under less adverse conditions.

No. 10—As an example of the feasibility and possibility of this arrangement, the Chief Pilot for the Montan

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A CASE IN POINT

By: Kenneth D. Beyer
Commission Attorney

"THE FEDERAL AIRPLANE PIRACY LAW AND THE PRIVATE AIRPLANE"

Defendant, while riding in a private Mooney Mark 20A, became intoxicated and argued with the pilot over the correct compass heading and attempted to exercise control by manipulating the dual controls. Then Defendant attempted to open the door while the aircraft was still aloft. The pilot then decided to make an immediate landing at Stillwater, Oklahoma instead of continuing on the original route. While the Pilot was making his final approach and was only 15 feet off the ground, the Defendant again assumed control of the aircraft by operating the dual controls and preventing the aircraft from landing. When the plane had reached an altitude of 400 feet, the Defendant then turned off the ignition and pocketed the key. At this point, the Defendant was subdued by a rear seat passenger who hit him on the head with a bottle. The pilot then made a successful dead stick landing at Stillwater.

One of the issues of the case was whether the Defendant had in fact violated the Federal Airplane Piracy Act of 1961, Title 14, U.S.C.A. Section 1472(j), which makes it a Federal Crime to exercise control by threat of force with wrongful intent of "AN AIRCRAFT IN FLIGHT IN AIR COMMERCE."

The frequent piracy attempts by Cuban Revolutionary sympathizers during 1959, and 1960 led to the Federal Aircraft Piracy Act. The Defendant theorized that this Act applied to commercial aircraft only and not to private airplanes.

However, at the same time that this case was appealed from the Federal District Court, another case was being decided by the Supreme Court of the United States. That case involved piracy of a Cessna 172 by Cubans. In this case, the Supreme Court held that the language "an aircraft in flight in air commerce" did not restrict the operation of the law to commercial airliners, but included private airplanes as well. Since other provisions of the law were specifically limited to commercial aircraft, it was concluded that Congress did not intend to limit this provision to commercial aircraft. (Note: the reference to Air Commerce

refers to the FAA justification for existence, the Interstate Commerce Clause of the Federal Constitution.)

Thus based upon the decision of the Supreme Court, involving the Cuban; the Court of Appeals affirmed the conviction of the Defendant in the alcoholic incident.

(Mins v. United States, United States Court of Appeals, 10th Cir. 1964).

Author's Note: In this, my concluding article, I wanted to illustrate how mixing alcohol and aircraft may inadvertently involve one in a violation of Federal Criminal Law.

"So long" and "Happy landings."

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

HAMILTON—The North/South runway at Hamilton has just recently been paved and is now open for traffic. The new 4,200 foot by 75 foot runway was a local State and Federal project. The original project was started in 1963, and paving completed this year.

MORGAN—A 3,000 foot turf runway has just been constructed by the Phillips County Road Department. This border crossing airstrip lies in an East/West direction on the American Canadian Border at the station of Morgan, approximately 40 miles north of Malta. The airstrip has a segmented circle and windcone, and a taxiway from the end of the runway up to the U. S. and Canadian Customs Stations. The local flying club at Malta plans on placing runway markers on the airstrip in the near future. This is the fourth border crossing airstrip placed along the Northern Montana border. The new Morgan border strip helps the large gap between West Poplar and Sweetgrass. A great deal of credit must be given to the enthusiastic Pilots Association at Malta for obtaining the property and spearheading this project.



Aerial view of the Border Crossing strip at Morgan—looking west.

EKALAKA—Zion Construction Co. of Glendive recently completed the finishing touches on the new Ekalaka airport. Carter County sponsored this General Aviation Utility Airport in conjunction with the Montana Aeronautics Commission Airport Program. Total cost of the airport was \$24,741.-67. The airport consists of a stabilized turf runway, 3,400 feet long and 75 feet in width, with a large aircraft parking apron and a new access road into the City. The airport has a windcone and segmented circle, and concrete runway markers. Grass seed will be planted on the runway as soon as weather permits. Presently the area is too dry to plant the turf seed.

WEST YELLOWSTONE—The 8,400 foot runway and parallel taxiway is now being paved at the new West Yellowstone airport. The total airport project is 85% completed. The Administration Building is progressing rapidly and will be completed January 1, 1965. The physical airport itself will be completed by October 1, 1964. The new airport will be open for operation on June 1, 1965.

RICHEY—The new VFR airport in Dawson County located one mile south of the town of Richey is nearly completed. Contractor on this project is Gus Albert Construction Co. of Miles City. The total contract cost of this airport is \$15,806.00. The stabilized turf runway will be 3,000 feet long and 75 feet wide, with a parking area for aircraft located adjacent to the County Road, and highway into Richey. The runway lies

in a Northwest/Southeast direction.
RYGATE and LAVINA—Bids were opened on August 14 for the construction of two airports in Golden Valley County. These VFR airports are located at Lavina and Ryegate. Bidders were Hilling Construction Co. of Williston, North Dakota, Zion Con-

struction Co. of Glendive, and Gus Albert Construction Co. of Miles City. Albert Construction Co. was low bidder on both projects. Lavina Airport bid was \$11,000.0 and Ryegate Airport was \$15,818.45. These airports will be open for traffic later this fall.



Aerial view of the new Ekalaka Airport—looking South/East from town.



West Yellowstone new administration building now under construction.

MONTANA AIRCRAFT COUNT JULY — 1964

County	Number of Registered Aircraft
Yellowstone	223
Cascade	147
Missoula	112
Valley	78
Choteau	69
Fergus	60
Hill	59
Lewis & Clark	50
Roosevelt	50
Gallatin	45
Sheridan	42
Flathead	36
Dawson	35
Glacier	35
Blaine	34
Silver Bow	32
Toole	31
Big Horn	30
Daniels	28
Pondera	28
Phillips	27
Custer	26
Beaverhead	25
Park	24
Teton	22
Richland	21
Carter	20
Lincoln	20
Fallon	18
Lake	16
Stillwater	16
Sweetgrass	15
Rosebud	15
Ravalli	12
Carbon	12
Powder River	11
Liberty	10
McCone	10
Musselshell	10
Garfield	9
Judith Basin	9
Deer Lodge	8
Madison	7
Powell	7
Sanders	7
Granite	6
Petroleum	6
Wheatland	6
Broadwater	4
Meagher	4
Prairie	4
Mineral	3
Wibaux	3
Golden Valley	2
Treasure	2
Jefferson	1

TOTAL 1,632

Where . . . Montana

Who . . . You

Where

How . . . By Plane of Course

What . . . Fly in a



The magnificent bull elk is prevalent throughout Montana, a true hunters' paradise. This photo was taken on the Gallatin Winter Range, Montana's big game includes moose, deer, antelope, elk, Rocky Mountain Goat, bear and caribou.



The fisherman shown is enjoying in Glacier Park. Montana is famous for its luck in Montana streams is provided by the state's some 32,000 miles of fishing water, including trout, salmon, steelhead, mackinaw and the favored cutthroat.



Rock Creek Strip—Elliott Field located near Clinton, Montana. The above aerial shows the 4,000 foot stabilized turf runway. Similar recreational strips are located at Schaffer Meadows, Spotted Bear, Seeley Lake and a number of other mountain wilderness areas.

Aerial Photos — MAC



One example of Montana Pack Trips. The above group was photographed under the 1,000 foot Chinese Wall in the Bob Marshall Wilderness Area. Montana has 9 such wilderness areas where one can enjoy the natural wonders of our state.



Kelsey's 9 Quads of the Gallatin, is only one of the many scenic areas. Though far from the city, Farland's of Glacier Park offers scenic beauty. Montana Dude Ranches, 1301 Division,

... Anytime

l . . .



For excellent lake fishing available in its lake fishing and fishermen's paradise. Species to be taken from the streams are rainbow, cutthroat, loach and ayling.



For Circle Dude Ranch, located in the heart of the state of Montana's Dude Ranches with airstrip facilities. In location—Kelsey's is very similar to McCall Ranch at Polebridge, at the very border of Idaho are renowned for their fishing, hunting, pack trip and Western hospitality. For information on all dude ranches, contact the Dude Ranchers' Association—Bozeman, Montana.

Scenic Photos State Advertising Department



Two skiers pause for a panoramic view of the Flathead Valley while skiing on Big Mountain in the Whitefish, Kalispell area.

Red Lodge is located in the Bear Tooth Mountain Range, lower left you can see the 4,000 foot paved airport, while at the upper right hand you see part of the famous ski runs of the area. Grizzley Peak is only 6 miles from the airport and accommodations and lifts are available. Red Lodge is only one of Montana's excellent ski areas in our state. Also, easy accessible by plane, airline or private, are Big Mountain, located near Kalispell and Whitefish; Bridger Bowl near Bozeman; Lionhead near West Yellowstone and the Snow Bowl near Missoula.



Shown above is the 4,000 foot stabilized runway at Babb, Montana. A phone call and a twenty minute wait will bring you transportation to the famous Many Glacier Hotel in the heart of Glacier National Park. Transportation and facilities can also be arranged for any point in the park or camping arrangements made. You have to see Montana's Glacier Park to describe it—Fly-In and Try It!!!

Charles A. Smith Becomes MAC Attorney

On September 1st, Charles A. "Chuck" Smith takes over the duties as Montana Aeronautics Commission Attorney from Kenneth Beyer who has been Commission Attorney since June of 1963.



Chuck Smith and Ken Beyer

Chuck Smith is a Montana native, born in Havre and attended public school in Harlem. He received his higher education from the Shattuck Military School, Claremont Men's College in California, his BA and his versity in Missoula.

law degree from Montana State Uni-

Chuck served in the U. S. Army with the Paratroopers with the Airborne Division. He is a member of the Montana Bar Association, Phi Delta Phi Legal Fraternity and the Phi Sigma Kappa Social Fraternity. Chuck, his wife Sandra and daughter Linda reside at 926½ 8th Avenue, Helena, Montana.

We wish Ken the very best of success in his future position and we thank him for sincerity of his efforts and for his accomplishments during his employment with the Commis-



FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	September
Bozeman (Gallatin Field)	17
Glasgow	9
Glendive	23
Great Falls (International)	10
Missoula	24
Sidney	24

NOTE: Provisions have been made to give private pilot written examinations on an appointment basis only at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Letters to the Director

Dear Mr. Lynch:

The VFR flight service test in the Kalispell area is now in its second month. Experience gained thus far has indicated a need for the pilot to more clearly identify himself and the service desired. The VFR service from the Center is being provided by an IFR controller who, in most cases, does not have advanced information concerning a VFR aircraft.

To assist the controller, we would appreciate it if the pilot would follow the example below, as appropriate:

Pilot: "Great Falls Center—VFR Service, this is Beechcraft 6412. Over."

Center: "Beechcraft 6412, this is Great Falls Center. Over."

Pilot: "Beechcraft 6412, 10 miles south of Kalispell at seven thousand VFR enroute to Kalispell. Request you close my flight plan. Over."

Center: "Great Falls Center. WILCO. Out."

We would appreciate your help in publicizing this information to all Montana pilots.

Sincerely,
Charles S. Irwin

Chief, ARTCC (NOTIP)
Federal Aviation Agency, Great Falls Air Route Traffic Control Center.

"Fly-In To Play Golf" Sponsored by Harlowton Groups

On September 13th a Fly-In to Play Golf, complete with a free breakfast, will be sponsored by the Harlowton Chamber of Commerce, Kiwanis Club, the Country Club and the Harlo Flying Club.

Transportation will be furnished from the airport to the Country Club. The breakfast will begin at 7:30 a. m., followed by an informal 2-ball four-some tournament. Clubs will be available for those unable to bring their own.

There is no charge for breakfast, green fees or transportation—Everything is Free!

The people of Harlowton are very proud of their new runway and hangars and wish to take this opportunity to have the Montana Pilots come and take a look!

Whether you are a golfer, an interested spectator or just want to fly-in for a day of relaxation—Join the Crowd at Harlowton—on September 13th! ! !

Dedication and Aviation Day

A delicious Fly-In Breakfast, served by the Dillon Ski Club, started of Aviation Day and the Dedication of the new Administration Building on the Beaverhead County Airport, August 16th. Spectators and participants were treated to the fine music of the Air Force Band of the Black Hills from the Ellsworth Air Force Base, South Dakota.

The Dedication Ceremonies were conducted between 11:00 a.m. and 12 noon with James H. Monger, Assistant Director of the Montana Aeronautics Commission acting as Master of Ceremonies. MAC Director, Charles Lynch, made the acknowledgements to the architects and contractors instrumental in the construction of the \$80,000 building. Mr. Lynch gave a brief presentation address and presented the keys to Mr. Harold Briggs, Chairman of the Airport Board.



Henry L. Newman, Deputy Director, FAA Central Region, Kansas City, shown with MAC Assistant Director, James H. Monger, Master of Ceremonies for the Dedication.

The principal speaker of the day was Mr. Orvin B. Fjare, former U.S. Representative of the State of Montana, who gave an excellent talk on "Building of Freedom." Other speakers for the day were: Mr. Henry L. Newman, Deputy Director of FAA Central Region office, Kansas City, who gave an address on the proposed use of the building by the FAA; Mr. Carl Davis, County Attorney speaking on "The Creation of the Building Program, Mr. Harold Briggs, Chairman of the Beaverhead County Airport Board who gave a few words on "Aviation and Beaverhead County,"



Orvin Fjare, former U.S. Representative of the State of Montana, giving the principal address of the day.

Mr. Earl Morton, Chief of the FAA's Dillon Flight Service Station, gave an address covering 25 years of service to local aviation and presented a letter by Mr. Emil Olson, FSS Chief, Missoula, who was one of the first personnel stationed at the Dillon FSS at the time of its construction in 1938.

At 12 Noon, the Air Show, with Mr. Bryon Bayers acting as Master of Ceremonies, got under way with a "light of 20 white pigeons. A "Honey-moon Flight", performed by Tom Westall, Dillon General Aviation Operator, and Dave McCauley demonstrated aircraft maneuverability with more than a "touch of comedy."

Next on the program was: A Fly-By of two F-89 Jets from Great Falls Air National Guard—followed by several of the new types of aircraft shown by the various distributors. Three L-19 aircraft and a Hiller helicopter from the Army Guard at Helena put on a demonstration of formation flying. An auto-rotation and performance demonstration was presented by the Hiller.

Mr. Earl Morton gave a fine dive bombing demonstration with a Cessna 182, followed by an aerobatics demonstration by Al Newby, Flight Line, Inc. Belgrade, in the Great Lakes Trainer owned by Nelson Storey III. Al performed in his usual excellent manner and his demonstration was made even more interesting by the commentary during his maneuvers given by Al's son Paul.

An air race was held between Chuck Nickolas in a Cessna 310 and Tom Westall in a Cessna 150. Because of the short turning radius of the 150,

the race was much closer than expected.

Following a Fly-By of experimental and antique aircraft the field was declared "Open" and the air show at an end.

A good time was had by all and a large vote of thanks is due Mr. Earl Morton, Chief of the Flight Service Station at Dillon for his excellent planning and direction of the Aviation Day Program and to all the participants.

JOHN "VIC" VICKREY RETIRES

After 30 years of service with the Federal Government, John W. "Vic" Vickrey retired as Chief of the Federal Aviation Agency's Flight Service Station at Gallatin Field in August.

Vic was honored by a retirement



John "Vic" Vickrey

party held at the "Cave" in Livingston on August 7th. Persons from all around Montana attended and enjoyed reminiscing over events of the past 30 years with Vic during a program similar to "TV's" "This Is Your Life." Loren Foot, chief of RAPCON, Great Falls, was master of ceremonies.

During Vic's career in aviation he has been located at Seattle and Everett, Washington, and Custer, Montana prior to his assignment as Chief of the Gallatin Field facility in 1944. Four of his 30 years service was in the United States Navy.

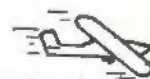
The Vickreys plan to remain in Belgrade, where Vic will spend part of his leisure time improving his favorite game of golf. He also plans to enjoy jaunts around Montana and we are all hoping that he will get

around often to visit with his many aviation friends.

We quote the following remarks from a letter received recently from Vic:

"I have so much enjoyed the wonderful experiences of my 30 years of association with the aviation industry. There is no greater thrill or challenge than that of contributing something which might save a life. I have only retired from the FAA. I shall continue to eye the sky with more than just casual interest and brag about having worked so long for such a good cause."

We can only add, that "good cause" was certainly aided by Mr. Vickrey's years of working for it! Vic became known as one of the most cooperative, congenial and capable Flight Service Chiefs that a pilot could encounter anywhere.



CALENDAR

September 5-6, Spokane, Washington.
Northwest Aviation Seminar (See Article.)

September 8-9—Helena, MAC monthly meeting.

September 13, Harlowton, Montana—
"FLY-IN TO PLAY GOLF" (See Article.)

September 24-25-26, Helena—INAC
Annual Convention. (See Article.)

September 26-27, Ennis, Montana—
MPA Fall Fly In. (See Article.)

October 3-4, Lewistown—Montana
Flying Farmer's Convention.

October 3-10, Texas—The 16th Annual
ALL TEXAS AIR TOUR. Interested persons write: All Texas Air Tour, 204 West 16th Street, Austin, Texas, U.S.A. for information and reservations.

October 12-13-14, Rapid City, South
Dakota—NASO National Convention.

October 19-20-21, Norman, Oklahoma
—National Airports Conference to be held at the University of Oklahoma. This conference is jointly sponsored by the University and the American Association of Airport Executives.

Some Say: Credit cards are the greatest development since the invention of the big wheel.

INAC (Continued from Page 1)
topic for the INAC will be "A Bigger Man in a Shrinking World."

To mention a number of other well-known aviation personalities appearing on the 3-day program:

TOM CROSON, Vice President, Public Relations-West Coast Airlines; **Col. John Vance**, Commander of Rocky Mountain Division, Civil Air Patrol, Helena, Montana; **Paul K. Dygert**, University of California's Assistant Research Economics, Industry of Trans. and Traffic Engineering; **Vincent A. Carson**, President of Association of Airport Executives; **Tom Murphy**, Western Airlines.

A number of Airport Managers from throughout the Northwest—your INAC officers, and State Directors from Montana, Washington, Idaho, Oregon, North Dakota, British Columbia, Alberta and Alaska.

Mr. Hugh "Bud" Kelleher INAC President extends his personal invitation to all Aviation minded persons to attend this year's meeting. Montanans should definitely take advantage of the 1964 meeting being held in our state with its roster of internationally famous aviation authorities and speakers.

REMEMBER!!! There is also a pleasure filled agenda for attending wives.

NOTE: It is important that you have your reservations in at the earliest possible date!!!!

REMINDER TO HUNTERS

Each fall, more and more hunters are flying into Montana's mountain recreational airstrips during the hunting season. Now we are sure that pilots know and abide by all of the aviation safety rules, however, it is of vital importance that you be up-to-date on all of the hunting regulations as well. For information regarding the length of seasons, open and closed areas, license fees and even complete data on the care of your game carcass, hide, etc., write to the I and E Division, Montana Fish and Game Department, Mitchell Building, Helena, Montana.

PILOTS ATTENTION: KALISPELL SERVICE TEST AREA HI-SITE FREQUENCY CHANGE!!

From 124.9 MCS to 120.4 MCS
Effective—September 1st, 1964

Commissioner Honored



We are proud that a member of our Commission, Mr. Herb Jungemann, Western Airlines Station Manager at Billings, Montana, was recently honored by Western in Acknowledgement of his 20 years of service.

We, of the staff of the Montana Aeronautics Commission wish to add our "Congratulations" to Mr. Jungeman!!!

NORTHWEST AVIATION SEMINAR

Among the highlights of the Northwest Aviation Seminar to be held September 5th and 6th in Spokane, Washington, will be a Panel Discussion on "The Future of Light Aircraft." Participating on the Panel will be William J. Schulte, Assistant Administrator for General Aviation Affairs for the Federal Aviation Agency; James R. Bede, President of Bede Aviation; Robert C. Brown, President of Champion Aircraft; Joseph Tippetts, Director of the FAA's Western Region; Dan Blide, Regional Sales Manager for Mooney Aircraft; J. N. Leggatt, President of the Aero Club of B.C. and a Director of COPA; and Richard N. Robinson, Domestic Sales Manager for Cessna Aircraft Co. The panel will be moderated by J. P. "Jim" McGoldrick, Chairman of the Aviation Committee of the Spokane Chamber of Commerce.

The 2 day program will include Mr. L. T. "Tom" Hancock of Jeppesen Company and their Seattle Representative Creighton Merrill will present a Jeppesen products display.

Additional displays will be shown by:

FAA on Flight Inspection Functions.

United States Weather Bureau.
Micro Electronics of Anacortes on their new "Life-Pak."

Washington Air National Guard.

TV and Movie Star, Robert Cummings, will be the guest speaker at the annual aviation dance to be held in the Empire Ballroom of the Ridpath Motor Inn on Saturday—September 5th. Proceeds of the dinner/dance will go to the Conger Aviation Education Fund which promotes and fosters aviation education programs in the Inland Empire.

MAC echoes the sentiments of Mr. Carroll W. Matthew, Seminar Chairman, in his statement; "Let's give the many fine people contributing to this program a turnout to match the quality of their contributions!"

Helena Combined Tower Flight Service Has Opening

The combined operation of the Helena Tower and Flight Service Station went into effect at 12:00 midnight, August 1st. Open house was held the following day with Governor Tim Babcock being the first to sign the visitor's register. Pilots! Remember—Now you must call 442-9902 to file your Flight Plan—there is a frequency change to 117.7mcs. and hours of actual control tower operation are now increased from 16 hours per day to 24 hours per day.



Governor Tim Babcock shown discussing the merits of the combined operation with Chief Lud Hodge.

MPA MEMBERS ! ! !



September 26 and 27 is the Date!

The Fall Fly-In of the Montana Pilots' Association will be held at the Sportsman Lodge in Ennis.

The theme alone suggests a real hilarious time with a wide assortment of "get-ups"—The theme will be "UNDERWORLD."

From MPA President, C. D. Markle of Glasgow, we are assured that the week-end will be loaded with surprises for all that attend.

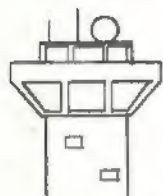
Of course, fishing and many outdoor activities will be available in addition to the fun of getting together.

Treat yourselves to a week-end of fun, Good Company and Surprises before ole man Winter arrives!!!

NOTE: Bring your own tie-downs For advance reservations

Contact:

Otis Crooker
Sportsman's Lodge
Ennis, Montana



TOWER

OPERATIONS

MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS

	Total Operations	Instrument Operations
Billings	8,748	510
Great Falls	8,904	574
Missoula	7,624	163
Helena	4,010	7

WHAT IS THE SIGNIFICANCE OF DEW POINT?—Specifically, a dew point value relatively close (2° - 5°) to the air temperature is indicative of the probability of fog, low clouds, or precipitation.

CONGRATULATIONS!



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

Johnson, Floyd C.—Wolf Point—Private
Blick, Dorothy G.—Glasgow—Private
Heikens, William M.—Washua—Student
Tomalino, Robert L.—Glendive—PP on Mechanic
Bassett, Clark G.—Lovell, Wyo.—Student
David, Amiel—Billings—Student
Cattaneo, John R.—Culbertson—Student
Lange, Marvin L.—Savage—Student
Edwards, Harry E.—Billings—Student
Keller, Esther A.—Missoula—Student
Bushman, Jon M.—Glendive—Student
Hungerford, Mark C.—Billings—Student
Tippets, Joseph M.—Lovell, Wyo.—Student
Jensen, Edward N.—Poplar—Student
Cook, Robert W.—Lewistown—Flt. Instructor
Hobbs, Edwin B.—Miles City—Private
Miller, Joseph P.—Miles City—Private
Walker, Bobby E.—Glasgow Air Force Base—Helicopter on Com.
Serguina, John—Miles City—Student
Kauffman, Robert E.—Billings—Commercial
Schauerhamer, Lynda J.—Billings O—Student
Esp, Henry L.—Lodge Grass—Com. and Flt. Instructor
Houser, Lester E.—Billings—Private
Brogan, Michael M.—Billings—Instr. on Comm.
Skovgaard, Ova R.—Billings—Advanced Cr. Instr.
Pulvermacher, Carl G.—Ashland—Student
Ryder, Buck O.—Froid—Private
Stanford, Edward J.—Culbertson—Private
Yeabower, Michael F.—Missoula—Student

Johns, Charles M.—Missoula—Student
Toombs, Kathleen F.—Kalispell—Student
Bolen, Jess W.—Eureka—Student
Pierce, Herbert I.—Great Falls—Student
Dodd, Reginald E.—Grants, New Mexico—Student
Bain, Stanley A.—Kalispell—Student
Ertis, Ralph V.—Kalispell—Student

"Operator's Corner"

Phil Acton New Operator at Townsend

Major Phil Acton, recently retired from the United States Air Force, has established "Town Air," a new General Aviation Operation on the Broadwater County Airport. Town Air will have the following services and facilities: Flight Instruction, Charter, Air Taxi, Gas, Oil, Tie-Downs, Hangar and the sale of new Maule aircraft.

Phil Acton, native of Arizona, attended Denver University before entering the Air Force, completed his Aviation Cadet Training in 1945 and received his commission. Phil served as transport pilot, completing 75 combat missions during the Korean Action in addition to serving overseas in the Pacific Theater and Germany during his 21 years of active duty. Phil was stationed at Westby, Montana just prior to his retirement. He currently holds a Commercial license with Flight Instructor's Rating.



The Actons: Left to right, Gregory, Gayle, Sybil, Phil and Dennis.

Phil and his wife, Sybil have three children, daughter Gayle 16, and sons Dennis, 18 and Greg, 13.

Montana Aeronautics Commission welcomes the Actons into Montana's Aviation Industry and wishes them every success!

MONTANA PILOTS FLIGHT PLAN

We wish to congratulate our Montana pilots for the manner in which you have used the Telephone Flight Plan System for the past 16 months. Violations of the regulations governing the plan have been remarkably few, however, as there are a few persons who may not be aware of all of the regulations we are listing a few reminders.

Please check that you are contacting the **closest** Flight Service Station before placing your long distance telephone call.

Please give your name, including initials or first name, distinctly to the Flight Service Station.

Please give your 1964 Montana Aeronautics Commission registration number. Please do not use your aircraft N number or FAA certificate number.

Please use the current 1964 registration number! A number of persons have been using their 1963 registrations even though registered for the current year.

REMEMBER—USE IT!! The Pilot Flight Plan System is for **YOU**—The Montana Registered Pilot!!!!

As there have been several changes in phone numbers and personnel, we are listing the 11 Flight Service Stations, Chiefs and current telephone numbers below:

Station	Chief	Phone
Bozeman/Belgrade	Ed Marvin	586-6520 (Bozeman) 388-6832 (Belgrade)
Billings	Geo. E. Corning	245-5053
Butte	F. E. (Ed) Hardbeck	723-3004
Cut Bank	Robt. J. Titland	938-4522
Dillon	Earl Morton	683-5651
Great Falls	Leland (Lee) C. Ward	453-3183
Helena	Ludwig Hodge	442-9902
Lewistown	Wilford H. Chaves	538-3639
Livingston	Anthony J. Silva	222-2411
Miles City	Lloyd O. Travis	232-1503
Missoula	Emil W. Olson	542-2230

MEMBER NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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